

PIR-017/74



PHOTOGRAPHIC INTERPRETATION REPORT

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

NEW ASW AMPHIBIAN AIRCRAFT AT HA-ERH-PIN AIRFRAME PLANT PING-FANG 122, CHINA



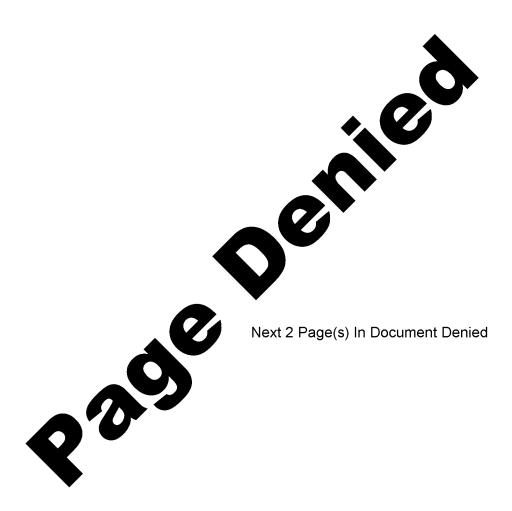


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FW ASW AMPHIRIAN A	AIRCRAFT AT HA-ERH-PIN AIRFRAME PLANT PING-FANG 122,
EW 135W 74WH THEFTAN 75	CHINA
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1. A new antisub a-erh-pin Airframe Plan	omarine warfare (ASW) amphibian aircraft was identified at the at Ping-fang 122 A new
stallation, the Ching-me ne development of this	n Possible Aircraft Plant may be associated with new aircraft.
2. The new ASW	amphibian aircraft (Figures 1 and 2) was seen for the first time
the Ha-erh-pin plant	Because of the limited interpretability of that
gh-mounted straight wir	ported then to be a new Chinese transport-type aircraft. The ng
lge with a more pronou	anced taper on the trailing edge. The wing has a root chord
o mi . C .	
3. The aircraft is	powered by four turboprop engines. The nacelle of each engine
4. The fuselage	At the
ailing edge of the wing	
ailing edge of the wing	
ailing edge of the wing ading edge of the horizo	at the ontal stabilizer. The distance from nose of the aircraft to the leading
ailing edge of the wing ading edge of the horizo	stabilizer is mounted high on the aft section of the fuselage and
ailing edge of the wing ading edge of the horizon dge of the wing 5. The horizontal as a significant amount o	at the ontal stabilizer. The distance from nose of the aircraft to the leading
ailing edge of the wing ading edge of the horizontal as a significant amount of 35 feet and are positional are positions.	stabilizer is mounted high on the aft section of the fuselage and of positive dihedral. The twin vertical stabilizers have a span separation oned on the outer tips of the horizontal stabilizer. The root chord
ailing edge of the wing ading edge of the horizontal as a significant amount of 35 feet and are position of the horizontal stabiliz	stabilizer is mounted high on the aft section of the fuselage and of positive dihedral. The twin vertical stabilizers have a span separation oned on the outer tips of the horizontal stabilizer. The root chord
ailing edge of the wing ading edge of the horizontal as a significant amount of 35 feet and are position of the horizontal stabilized. 6. A magnetic another tapering boom	stabilizer. The distance from nose of the aircraft to the leading stabilizer is mounted high on the aft section of the fuselage and of positive dihedral. The twin vertical stabilizers have a span separation oned on the outer tips of the horizontal stabilizer. The root chord er omaly detection (MAD) boom extends from the rear of the fuselage. mmediately aft of the
ailing edge of the wing ading edge of the horizontal as a significant amount of 35 feet and are position the horizontal stabilizes. 6. A magnetic another tapering boom porizontal stabilizer. The	stabilizer is mounted high on the aft section of the fuselage and of positive dihedral. The twin vertical stabilizers have a span separation oned on the outer tips of the horizontal stabilizer. The root chord er
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7. The appearance	e of this aircraft at the Ha-erh-pin Airframe plant was the first
photographic indication t	that the Chinese were developing an indigenous ASW amphibian a's seaplane inventory is limited to six outmoded MADGE (BE-6),
Province, south China, ma (Figure 3). The construct suggest this association. Tl	le aircraft plant, built near a large lake in a remote section of Hupeh ay be associated with the development of the ASW amphibian aircraft tion timeframe, the facilities, and the location near a lake strongly the Ching-men Possible Aircraft Plant is approximately 1,200 nautical pin and 475 nm from the coast.
9. A large concret extends approximately 3, hangar, which is external	te ramp and taxiway is nearly complete at Ching-men. The ramp ,000 feet from the water at the lake edge to a large hangar. This lly complete, is large enough to accommodate an aircraft as large
as the new ASW amphib	oian.
the exception of the large	installation has been under construction since September 1971. With a hangar and parking aprons, its facilities consist primarily of housing stures. The installation lacks the buildings normally associated with auction plant.
the exception of the large and general support struc	e hangar and parking aprons, its facilities consist primarily of housing stures. The installation lacks the buildings normally associated with
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